

CBS EVENING NEWS
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3
KOREAN AIRLINER
INCIDENT

UNIDENTIFIED WOMAN'S VOICE (over intercom in airport):
Flight 17, from New York bound for Seoul, now is ready for
passengers reboarding. SCHAKNE: There have been some
changes in a year. There is no Korean Airline Flight 007
any more. Now, it's called Flight 017. The airline is
refurbishing its image, repainting its jumbo-jets, using a
new logo, and in a change that is more than just cosmetic,
ordering its planes to fly an air route 60 miles further
away from the Soviet coast than they used to.
UNIDENTIFIED MAN: Flight 0902 will be on 80122, westbound
R-80.

SCHAKNE: In the most important change, these American
civilian flight controllers here in Anchorage now use
military radar to watch all commercial airlines as they
pass a mid-ocean checkpoint. Since November, this radar
in the Aleutian Islands has been used to bring 38
trans-Pacific flights back on course. LEROY\STRATMAN
(FAA): It gives us a check of approximately 900 miles,
nautical miles, further out than we used to be able to do
it. It's a double check that we didn't have a year ago.

SCHAKNE: It's a double check that, if available a year
ago, could have warned Flight 007 it was off course a half
hour before the plane crossed into Soviet territory. But
in the last year, some other recommended changes have not
taken place, still leaving a 1,600-mile flight path along
the Soviet coastline where pilots must fly on their own
without any ground-based navigational aids. Most
important, one year later, there is still no answer to
that most troublesome question of all: just why Flight
007 strayed so badly off course? The International Civil
Aviation Organization's investigation concluded that the
most plausible explanation is pilot error, but a second
report said none of these findings are conclusive, that
they all contained some points that could not be explained
satisfactorily. This official uncertainty has spawned a
cottage industry of intelligence conspiracy theorists,
writers, military analysts and aviation specialists who
alleged an American intelligence involvement.

ROBERT\ALLARDYCE : The pilot of Korean Airlines 007 was
knowingly off course. He was acting out his part in a very
complex, preplanned operation, the purpose of which
appears to have been to bring the whole Russian theater of
operation to a full military alert.

SCHAKNE: Allardyce, a flight engineer, says computer
simulation, weather and radar data prove his theory, but
when pressed, he provides no independent corroboration.
Sen. Patrick Leahy of the Intelligence Committee, a
frequent critic of covert operations, has carefully

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